

LATE NEWS IN WORLD OF FINANCE

GERMANY BUYING COTTON AND GRAIN

Only One of a Number of Shipments from United States—France Wants Army Boots.

Representatives of the German government, and of banking interests acting indirectly for it, were large buyers of American cotton recently. Shipments amounting to several hundred thousand dollars were negotiated and will be shipped in a vessel sailing from a southern port. Bankers having charge of the transaction would not give out the details, but they admitted that the bargain had been made. Most of the cotton would be out at sea within twenty-four hours.

This is only one several shipments for German account that have been arranged for during the last few days, by vessels clearing for Italian ports. Besides cotton, large amounts of wheat have been sent to Germany by the way of Italy and Denmark. Most of the wheat has gone to Italy, however, and additional shipments are under negotiation, and will be sent as occasion requires.

Several large banking houses of this city have handled the transactions, which explain in part, at least the violent fall in German exchange.

So far, wheat and cotton have been the main purchases made for German account, although there have been heavy shipments of other foodstuffs, which have been available here in large supplies. The movement, although large, has only just begun, as the arrangements made with the German representatives have involved immense aggregate purchases. In order to make sure that the shipments are not held up in any way, the German buyers have arranged with New York bankers to pay spot cash for the cotton, as soon as the cotton, wheat or other materials are placed on the vessels.

Army Boots for France.

A representative of interests acting for the French government is in the market for one million pairs of army boots. This order will keep several factories busy for a long time, as army boots are not easy to buy ready made. The reason for this is that on one large order recently executed in this market the consignees in France would not pay cash, as the order called for

but tried to effect payment with certificates of the French war loan. This the agents declined to accept, and the matter is still in course of settlement. In the end it is expected that cash will be given, but under the conditions now existing in Paris it has been found difficult to obtain cash settlements for goods bought here.

Some of the agents handling this business have coined money since the war began. One commission man is reported to have cleared \$500,000 in commissions in a few weeks. Others, with larger capital, have probably made a great deal more. In the case of the French purchases some of the orders are being executed in this market by agents sent here by Bordeaux merchants.

The business is very profitable, since the factories here are large enough to turn out immense orders at short notice. Barbed wire is being bought in large quantities by France and England. Very little, if any, has been taken for Germany, since the facilities there for making the wire are excellent and Germany is believed to have immense supplies on hand without asking for shipments from this side.

GRAIN PRICES IN CHICAGO MARKET

(McDOUGALL & COWAN'S)			
Wheat	High	Low	Close
May	123 1/4	120 3/4	121 7/8
Dec.	116 3/8	114 1/2	116
Corn			
May	71 5/8	71 1/8	71 3/8
Dec.	69 1/4	68 3/4	68 7/8
Oats			
May	53 1/4	52 3/4	52 7/8
Dec.	49 5/8	49 1/4	49 3/8
Pork			
Jan.	18 7/8	18 3/8	18 5/8
May	18 7/8	18 3/8	18 5/8
Lard			
Jan.	9 3/8	9 3/8	9 3/8

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Oct. 30.—CORN—American No. 2 yellow, \$2 @ 83.	
OATS—Canadian Western, No. 3, 58 1/2; extra No. 1 feed, 58.	
WHEAT—Manitoba, spring wheat, patents, firsts, \$6.70; seconds, \$6.20; strong bakers, \$6.00; winter patents, choice, \$6.00; straight rollers, \$5.50 @ \$5.60; straight rollers, bags, \$2.65 @ \$2.75.	
MILLFEED—Bran \$24; shorts \$26; middlings \$29 @ \$30; moultie \$30 @ \$34.	
HAY—No. 2, per ton, car lots, \$17.50 @ \$18.50.	
POTATOES, per bag, car lots, 65.	

THE EASTERN TRUST COMPANY
"WE GO ON FOREVER"

This Company was incorporated by Chapter 84 of the Acts of the Parliament of Canada for the year 1893, and has special powers under the Acts of the Legislatures of Nova Scotia, New Brunswick, Quebec, Newfoundland and Prince Edward Island.

It has carried on business in the City of Halifax ever since its incorporation.

It has offices in the City of Saint John, in the Province of New Brunswick; at Montreal, in the Province of Quebec; St. John's, in the Colony of Newfoundland, and Charlottetown, in the Province of Prince Edward Island.

Its Head Office and Agencies are in charge of competent officials who have had many years' experience, and who have been selected because of their fitness and qualifications.

Its Capital and Assets are invested in securities such as Trusts are allowed to invest in under the laws of the Provinces.

It does not speculate with its own or trust funds, but confines itself strictly to conservative trust business.

Its business is periodically examined by Chartered auditors.

It reports under oath annually to the Minister of Finance at Ottawa, and the Provincial authorities where its agencies are established.

It has no power to issue debentures or receive deposits and is not a Loan Company other than for the investment of trust funds.

It is obliged to invest all trust funds according to the laws of the Provinces of Nova Scotia, New Brunswick, Quebec, Prince Edward Island, and the Colony of Newfoundland (as the case may be), governing the investment of trust funds.

It localizes its investments, that is trust funds are retained for investment in the Province in which the estate is being administered.

It earmarks all securities for each trust and they are kept entirely distinct and separate from all others. These securities are in no way liable for any obligation of the Company or of any other estate.

It is absolutely free and independent and not controlled by any special interests.

It devotes its services to the efficient and prompt administration of the business entrusted to it.

It is not affected by sentiment or influences, by family differences or prejudices.

Estates entrusted to it are managed upon strict business principles and without partiality.

NEW BRUNSWICK BOARD OF DIRECTORS.

James Manchester, Hon. Josiah Wood, A. P. Barnhill, K. C., Hon. W. H. Thorne, Francis P. Starr, Hon. J. D. Hazen, C. H. Ferguson, Manager, St. John.

CROP CONDITIONS THROUGHOUT WORLD

Outlook generally favorable—Weather good and supplies liberal—The foreign trade.

With regard to crop and market conditions abroad the following particulars have come to hand:

United Kingdom—Weather is not desirable, but sowing is being pushed as rapidly as possible, and an increase to reaping is assured. Native supplies are fair.

France—Farmers are sowing where it is advantageous, except in the war zone, which at present embraces about 1 1/2 million acres. This operation on the whole is very backward, and much of the old crop is still ungathered. Much agricultural damage is confirmed. Supplies of native grain are light.

Germany—Weather favors seeding operations, and this is being done with emphasis from official command, but labor is scarce and advanced machinery is inadequate, owing to lack of horses. Supplies of native grain have been liberal, but it is now becoming scarce, and this is emphasized by strict economy and rapid rise in prices. Every effort is being made for purchase of foreign supplies.

Russia—Weather favors sowing, and this is generally satisfactory. Native supplies are liberal, but shipment to needy centres of commerce is impossible.

India—Weather favorable and continued favorable mention is made of sowing and increased reaping.

Australia—Reports confirm a most unfavorable outlook.

Italy—Weather is unsettled with general rain. The reduction of the duty may influence sowing to a larger scale.

Argentina—Some reports of damage are coming to hand, and expected smaller yield per acre, but our agent

reports that the general outlook is favorable.

Although the import duties in Austria have been officially removed, prices are not decreasing, but advancing rapidly, and wheat and flour are dearer here than at any other centre. Stocks are sensationally light, and flour is only used by military operators and then on a limited scale. Hungary raises the bulk of grain for the kingdom, and this part of the country is actively engaged in warfare.

There is still but small attempt in Liverpool to trade in foreign oats, as prices rule too high. Native supplies are firmer, and in some cases 1d. to 2d. higher per bushel, and American is held about 4d. and Canadian 7d. over English. Other countries are buying freely, and large contracts are being made with Argentina for forward shipment.

Rye is advancing rapidly in price everywhere, with large consumption. Russia will ship sparingly, as it is the principal food of the people and army. The sowing period throughout Europe is practically over, and no sowing was done in north France, and as East Prussia, Poland, and Galicia have been the eastern centres of war, seeding was very light, if any.

WINNIPEG GRAIN.

Wheat	Closing
May	122 7/8
Dec.	116 3/4
Oats	
Oct.	56 1/8

Robert Carter
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Solicitors may be retained in any business they bring to the Company.
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Chance for Recruits

All officers, non-commissioned officers and men of No. 7 Canadian Army Service Corps will meet at the Armoury Monday and Thursday evenings at 7.30 o'clock. There is room for a few recruits who can apply on these evenings.

By order,
F. T. McKEAN,
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will leave P. Nasse & Sons wharf, Indian town, Wednesday and Saturday mornings at 7 a. m. until further notice, for Chipman and intermediate stops, returning Monday and Thursday.

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(Daily except Sunday) Connection via No. 13 Express leaving St. John 6.35 p.m.
GEO. CARVILL,
City Ticket Agent, 3 King street.

STEAMSHIPS.

EASTERN STEAMSHIP CORPORATION

INTERNATIONAL LINE
REDUCED FARES.
In Effect November 2nd.
St. John to Boston \$5.00
St. John to Portland 4.50
Leaves St. John Mondays, Wednesdays and Fridays at nine a. m. for Lubec, Eastport, Portland and Boston.
Returning leaves Central Wharf, Boston, nine a. m. Mondays, Wednesdays and Fridays for Portland, Eastport, Lubec and St. John.

MAINE STEAMSHIP LINE
\$3.00 Reduced Fare to New York Oct. 1st to April 30th.
Direct service between Portland and New York. Leaves Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays at 6.00 p. m.
City Ticket Office, 47 King street.
L. R. THOMPSON, T. F. and P. A.
A. E. FLEMING, Agent, St. John, N. B.
C. B. KINGSTON, Com. Agt., Eastport, Me.

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ST. JOHN-FREDERICTON ROUTE.
STMR. D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday, at 8.30 a. m., returning alternate days, leaving Fredericton at 7.30 a. m. The D. J. Purdy or Majestic can be chartered at any time for excursions or picnics.

ST. JOHN-WASHADEMOAK ROUTE.
STMR. MAJESTIC will sail from North End from Cole's Island and intermediate points every Tuesday, Thursday and Saturday at 10 a. m., returning alternate days, leaving Cole's Island at 6 a. m. On and after November 3rd steamer Majestic will leave at 9 a. m.
D. J. PURDY, Manager.

THE MARITIME STEAMSHIP CO. (LIMITED.)

Until further notice the S. S. Connors Bros. will run as follows:—
Leave St. John, N. B., Thorne Wharf at 7 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Bank, St. George, returning alternate days, leaving St. John, N. B., calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.
AGENT—Thorne Wharf and Warehousing Co., St. John, N. B.
Phone 77; manager, Lewis Connors, Black's Harbor, N. B.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

STEAMER ELAINE

Leaves Indian town, Old May Queen wharf, foot of Hammond street, every Wednesday and Saturday morning at 7 o'clock for Chipman and intermediate points. Returning leaves Chipman every Monday and Thursday at 6 a. m.
CAPT. R. H. WESTON,
Manager.

MAJESTIC STEAMSHIP CO. (FOR BELLEFLEUR)

On and after Tuesday, October 29 steamer 'Champlain' will leave St. John on Tuesday, Thursday and Saturday at 10 o'clock for Hatfield's Point and intermediate landings, returning will leave Hatfield's Point on alternate days, due in St. John at 1 p. m.
R. S. ORCHARD, Mgr.

MANCHESTER LINE

From	Man.	Exchange	Nov 3
Man.	Man.	Man.	Nov 17
Nov 7	Man.	Man.	Nov 28
Nov 14	Man.	Man.	Dec 2
Nov 21	Man.	Man.	Dec 12
Nov 28	Man.	Man.	Dec 16
Dec 5	Man.	Man.	Dec 26

*Steamers via Philadelphia.
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

FURNESS LINE

From	Man.	Exchange	Nov 3
Man.	Man.	Man.	Nov 17
Nov 7	Man.	Man.	Nov 28
Nov 15	Man.	Man.	Dec 2

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